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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 17TH, 1912.

WHETHER the loss of the *Titanic* on her maiden voyage will check the growing tendency towards the 100,000 ton ship is a question likely to be productive of an interesting discussion at the forthcoming International Navigation Congress at Philadelphia, for the agenda which was prepared some time ago showed that one of the principal subjects of discussion was to be the probable further increase in the size of ocean-going vessels.

Mr. E. L. COBHELL, an American, who has written very learnedly on the subject on several occasions, and illustrated his observations by means of much statistical matter, has compiled a paper in which he predicts that in 1948 we shall have ships of 1,100 feet. Lord Pirrie who is well on his way to 1,000 feet in 1912, will probably consider that to be a pessimistic estimate, although it is based on the rate of progress in the past.

Mr. C. LEEMANS, of Amsterdam, is, at any rate, much more heroic in the estimate which he has prepared, for his belief is that in a few years there will be Atlantic liners of from 70,000 to 75,000 tons gross, and in a generation liners of 100,000 tons gross. Mr. J. Foster King, the chief surveyor of the British Corporation, is also amongst the prospective contributors of papers; but we have not seen how far he is inclined to go in an estimate of the probable increase of liner dimensions. Ship-canal experts like Herr von THIERRY, of Berlin, who is a member of the International Technical Commission of the Suez Canal, and M. QUELLENAC, of Paris,

consulting engineer to the Suez Canal Company, are also, curiously enough, convinced that ships are in the comparatively near future to be very much larger. They do not think that the Panama Canal, whose locks will take vessels 1,000 feet long, 110 feet broad, and over 40 feet draught, is excessively large. Will the loss of the *Titanic*, and the new regulations which are certain to be imposed on ships, result in a modification of these views? The disaster to the *Titanic* was of an unprecedented character. In no ordinary shipping accident would it be likely that the entire side of a huge ship would be torn out, rendering the whole of its watertight compartments useless and the foundering of the vessel inevitable. In constructing what they regarded as an "unsinkable ship," the builders had based their plans on the experience hitherto gained as to the causes responsible for the foundering of ships. That a huge ship would by any mischance be driven at practically full speed along the rugged sides of a mountain of ice would never enter into the builder's calculations. We have seen no suggestion made that in any other way could such damage have been done to a great ship as was done to the *Titanic*. The first lesson, therefore, was that the lanes of navigation across the Atlantic should be moved further south, to avoid the iceberg danger. That change was promptly made after the loss of the *Titanic*. It is no condemnation of the Leviathan ship that one should have been lost. Hundreds of ships, many of them not much smaller than the *Titanic*, had been constantly taking the same course, and though many doubtless had suffered more or less seriously by collision with ice, and one or two ships are known to have foundered, yet it required the loss of the world's largest ship and the most perfect from the marine architect's standpoint before the controlling authorities deemed it necessary to prohibit liners from traversing navigation lanes in which ice-fields are liable to be met at a certain season of the year. This simply goes to show how confident everybody has been that a disaster like that of the *Titanic* was inconceivable, and we have seen no suggestion made that a ship so constructed could by any other conceivable accident defeat the ingenuity of the builders. Therefore, we doubt whether the loss of the *Titanic* in these circumstances proclaims a halt to the building of bigger ships. Larger ships, indeed, are being built at the present moment. Many years, no doubt, will pass before we see such Leviathans in the Eastern waters, but the tendency in these waters is constantly towards the bigger ship. Most of the principal passenger steamship companies will have larger vessels engaged in the Eastern trade next year—ships ranging from 10,000 to 17,000 tons—and it is by no means unlikely that their number, if not their size, will be increased within a very few years after the Panama Canal is opened to traffic. The tendency towards the bigger ship has been a subject of serious concern to ports like Southampton and Liverpool, for it has involved heavy expenditure on dredging and dock works in order to provide for the larger liners. When we have the *Paul Lecat* of the Messageries Maritimes, the *Bremen* of the N.D.L.; the larger vessels which the C.P.R. and the N.Y.K. companies are building for the Eastern traffic, not to mention the *Minnesota*, the big ships of the Pacific Mail, the *Toyo Kisen Kaisha*, the Hot steamers, and no doubt we shall presently be able to add the larger liners of the P. & O., the problem of accommodation in the harbours of the East will need serious attention. We have on previous occasions foreshadowed the need in Hongkong, and the announcements made by shipping companies since have but served to emphasise the warning.

It has been directed that all revenue and expenditure in connection with the additional Indian troops sent from India for service at Hongkong should be credited or debited to the Imperial Government at Home.

Mr. William Preece, son of Sir William Preece, the famous telephone expert, has been in Ipoh in connection with the proposed scheme for long distance telephony through the Peninsula. He is to report on the scheme to the F.M.S. Government.

The Chinese boatswain of the *Bicyclette*, who was caught marking smallpox contacts with a chop, imitating that used by the quarantine authorities, and taking money for doing so, has been sentenced at Singapore to six months' imprisonment.

At the opium sale at Calcutta, on May 1st, 1,770 chests were offered and the total proceeds were Rs. 60,59,175 against Rs. 66,64,135 for the same number of chests at the last sale. Exactly the same number of chests of Bihar and Benares opium were offered as at the last sale, but the average prices on May 1st proceeds were Rs. 60,39,175 against Rs. 3,781 and Rs. 2,701 at the April sale.

There is a Chinese cook looking for work in Ipoh with the following testimonial:—"The Beaver, Al Sin, is a first-class cook. He leaves me a rich man."

Surgeon Arthur R. Fisher, R.N., of H.M.S. *Minotaur*, who was proceeding with his ship to Colombo there to be transferred to H.M.S. *Spartiate*, for England, was directed to stop at Singapore and proceed to Labuan to join H.M.S. *Merlin*, surveying ship. Surgeon William G. Carson of the *Merlin* has unfortunately had a serious accident and is suffering from a fractured skull. Surgeon Fisher will remain on duty in the *Merlin* until Surgeon Carson's relief arrives from England.

The *Malay Mail* understands that Mr. Henry Plummer, of Oxford University, eldest son of Mr. W. E. Plummer, Director of Bidston Observatory, Birkenhead, and nephew of Mr. John I. Plummer, late of the Hongkong Observatory, has been appointed Astronomer Royal of Ireland. Mr. Plummer, who is one of the rising astronomers of the day, has done some excellent work at the Lick Observatory in Arizona. His younger brother is practising as a chartered accountant in Singapore.

MAJOR-GENERAL ANDERSON, C.B.

The Pioneer military correspondent mentions that there is probability of Major-General Anderson now commanding at Hongkong, being selected later on for a divisional command in India. As a brigadier-general he did excellent service on the north-west frontier.

RECEPTION FOR DR. SUN YAT-SEN ON SHAMEEN.

The Commissioner of Customs, Mr. Maze, had a large garden party on Tuesday, 14th, which was attended by Dr. Sun Yat-sen. Most of the Shamen Foreign Community, including many of the Consuls, were present and were introduced to Dr. Sun. Tea was served on the lawn and Dr. Sun remained till about 6.30.

THE MAGISTRACY.

For stealing a boat at Shaukiwan yesterday, a Chinese was sentenced by Mr. Irving to six weeks' hard labour.

A man was arrested in Water Street on Wednesday night for selling obscene pictures, and was charged before Mr. Melbourne yesterday with being a rogue and a vagabond. He was sent to gaol for a month.

Six months' hard labour, four hours' stocks and banishment was the sentence imposed by Mr. Melbourne yesterday on a youth of bad character who was charged with snatching a gold ear-ring. Another youth who was with him was discharged.

Two Chinese were charged yesterday with "flying the white pigeon," in other words, endeavouring to obtain money by the sale of a girl. The case was remanded, bail of \$500 being asked for. Mr. F. X. d'Almada e Castro appeared for one of the defendants.

The first application under the Deportation Ordinance for bail for a man in custody was made by Mr. Lewis (Johnston, Stokes & Master) before Mr. Irving yesterday. Mr. Irving said he would accept bail in a personal bond of \$500 and a safety of \$500.

Three small boys appeared before Mr. Irving yesterday charged with stealing a coat and wrist watch the property of Capt. Crawford, R.G.A., at a tennis court in Kowloon on Tuesday last. Capt. Crawford said he left his coat on the court and went into the pavilion and when he returned his coat was gone. He identified a watch produced as his property. The first defendant was sentenced to ten strokes with the birch, and 48 hours' detention, the second to six strokes with the birch and 48 hours' detention, and the third was discharged.

THE HONGKONG RIFLE LEAGUE.

The following is the result of the League Matches fired through the season:

	S.	W.	L.	P.
R. N. Dockyard	6	8	0	6
Taikoo Rifle Club	8	8	2	6
R.N. Musketry Staff	7	5	2	5
H.M.S. Monmouth	6	3	3	3
H.K. Volunteer Corps	3	2	1	2
Volunteer Reserves	5	1	4	1
K.O.Y.L.I.	4	1	3	2
Hongkong Police	3	0	3	0
Volunteer Scouts Co.	2	0	2	0

INTERPORT RIFLE MATCH.

The Practices on Saturday and Sunday next will be held at Taikoo Range at 2.30 p.m. and 9.30 a.m. respectively.

Riflemen are requested to attend these practices as the team will be as far as possible be selected on Monday next.

BILLIARDS.

In the billiard competition at the Seamen's Institute, Barnard of H.M.S. *Tamar* beat E. Silva of the Eastern Telegraph Company, the latter being at 100 when the former ran out (280).

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LATE KING OF DENMARK.

BRITISH COURT IN FULL MOURNING.

LONDON, May 16th.

Instead of proceeding to Aldershot yesterday morning, Their Majesties, dressed in deep mourning, drove to Marlborough House and condoled with Queen Alexandra and the Empress Marie. After consulting with Queen Alexandra the King and Queen left for Aldershot in the afternoon.

The Court being in mourning is likely to affect the London season.

In Great Britain the Court will be in full mourning till the 5th June.

The Sovereigns and Parliaments of many countries have sent messages of sympathy to Denmark.

The King had been at Nice resting, as he was suffering from arterial sclerosis. The body, which is laid on a mass of flowers, will be removed to Copenhagen as soon as possible.

It appears that the King fell in the street and was caught by a policeman. He was unable to speak and was removed to hospital, from which, prior to identification, he was sent to a common mortuary.

A Hamburg message states that the King was returning from the Riviera accompanied by the Queen and children.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

DEVELOPMENT OF THE NAVY.

IMPORTANT SPEECH BY MR. CHURCHILL.

LONDON, May 16th.

Mr. Winston Churchill, speaking as the guest of the Shipwrights Company in London, said the principles governing the organisation now developing at the Admiralty were that constant and intimate connection must be maintained between constructive science and the Admiralty on the one hand, and the officers of the seagoing fleet on the other. The influence of the latter should be made effectively operative upon designs and types peculiar to their own arms. He was deeply sensible of the kindness with which the new office had been treated by men of every shade of politics. That showed the important fact, well-known to Great Britain, but which could not be well-known outside, that though we have several parties, we have only one Navy. It is well that this should be so, for we live in times of increasing strain. Every month witnesses measured developments of tremendous forces against which we are bound to guard ourselves. My duty is to go again to Parliament this year for men, money, and material. The policy of naval concentration, which has lately been brought to its final act, has given a real measure of security to the heart of the Empire, but the fact that the fleet must be concentrated at the decisive theatres of European waters creates a new want, a new need, and a new opportunity for the great self-governing Dominions. We should always be in a position to overcome the strongest combination of powers. We believe we are in that position now and the immediate future, but the war may be protracted and indecisive. It is more likely that that war will never come in our time. Meanwhile, pending the decision in the critical theatres, the general mobility of our fleet, reduced at present and for some years gone, we are only able to maintain a sufficient margin in home waters at decisive points, but by making special arrangements, effecting partial mobilisation we can in case of need fit out and despatch strong squadrons to aid any colony whose vital interests are menaced or attacked. That is a duty we are able and proud to discharge. It is a duty we do not hesitate to run the risks of discharging. We do not hesitate to make sacrifices for the protection of the self-governing Dominions, and, when I speak of this, I mean not only by general sea supremacy which operates simultaneously and universally in every quarter of the globe, but by the despatch, if necessary, of particular squadrons to any part of the Empire where special dangers might menace our fellow-countrymen. That we can do now and next year and in the years immediately before us. Still we must recognise that with every new development of the continental navies, with every step of the ceaseless accumulation in naval strength with which we are confronted, the worldwide mobility of the British navy becomes sensibly restricted. And here is the great opportunity for the Dominions, those strong young nations which have grown up under the shelter of the British flag, by the stimulus of its protection. They have already begun to seize it. Already we have seen the development in Australia of a strong modern fleet unit. New Zealand has contributed a noble ship to the general service of the British navy, and in Canada men of all parties and both races are deeply stirred over the problem of the share which the great Dominion should take and of the guns whereby it and all the other parts of the Empire are to be kept free from harm. We shall soon receive the representatives of the new Canadian Administration who are coming to consult the Government and the Admiralty as to the course of policy which should be adopted in future. If the main naval developments of the last ten years have begun a concentration of British fleets in decisive theatres, it is not unlikely that in the main naval developments of the next ten years there

will be grown effective naval forces in the great Dominions overseas.

Then we would be able to make the true division of labour between the Mother country and the daughter states, which is that we maintain sea supremacy against all comers at decisive points, and that they guard and patrol all the rest of the Empire. I am not going to attempt to forecast or prescribe the exact form which those developments should take, though the march of opinion appears to be proceeding on thoroughly practical lines. This, I venture to say that the Admiralty see no reason why arrangements should not be made to give the Dominions a full measure of control of the movements in time of peace of any naval forces which, with our help, they bring to efficient existence. In time of war we know our countrymen overseas will be the only ones to encounter the enemy wherever there is need and the danger most severe. The important thing is that the gaps should be filled so that while we in the old country guard the decisive centres our comrades and brothers across the seas keep the flag flying on the oceans of the world.

THE GERMAN NAVY.

LONDON, May 16th.

Mr. Winston Churchill announced in the House of Commons that Germany's extra new naval construction bill for the year totalled £342,466, of which £27,847 had been set apart for airships and the remainder for submarines. He informed Mr. Godfrey Colling that he should certainly have to present the supplementary estimates to the House of Commons.

BRITISH INQUIRY INTO THE "TITANIC" DISASTER.

LONDON, May 16th.

The court was crowded when the *Titanic* inquiry was resumed.

The second officer of the *Californian* testified to seeing a number of rockets. He admitted that they resembled distress signals, but thought they were private signals. He was sure the vessel was not the *Titanic*.

The chief officer testified also that he took that view when told of the rockets. There were no references in the log book of the events of that night.

The third officer said he was satisfied that the vessel was the *Titanic*.

Lord Mersey, interjecting—That's my opinion, too.

AMERICAN TRAIN ROBBERY.

LONDON, May 16th.

A wire from New Orleans states that bandits held up the New York express near Hattiesburg. They dynamited the express car, escaping with £28,000. The passengers were not molested.

AMERICAN DISASTER.

LONDON, May 16th.

A New Orleans

TELEGRAMS.

[THROUGH REUTER'S AGENCY]

THE LOAN TO CHINA.

LONDON, May 16th.

The bankers representing the six Powers concerned in the proposed loan to China conferred all day. They are expected to meet again tomorrow.

LATER.

The Daily Telegraph, in referring to the meeting of the Six Powers' representatives in London, says it has transpired that Austria has applied to participate.

U.S. PRESIDENTIAL ELECTION.

LONDON, May 16th.

Reuter's San Francisco correspondent telegraphs that the returns of the California primaries indicate that Colonel Roosevelt has easily defeated President Taft. Many women voted.

SUPREME COURT.

Thursday, 16th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUIANE JUDGE).

ALLEGED BREACH OF CONTRACT.

Alexander Kotas, George Maidonis, and George Tsantsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damage for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

Mr. Potter, in outlining the facts of the case, said that on or about 14th July last Mr. Kotas, a partner in the Turco-Egyptian Tobacco Company, which carries on business at premises known as the old Post Office, approached Mr. Hazelton, architect, who was acting on behalf of defendant, for the purpose of getting a lease of a portion of these premises. Defendant had leased the old Post Office from the Government. The landlord was also present at the interview and terms were discussed. The landlord agreed to build a verandah on these premises, and a portion of the premises with verandah attached was let to plaintiffs for a sum of \$375 per month. Plaintiff was promised that the verandah should be finished by 15th September. He was told it might take longer, but there was never any suggestion that it was not intended to build a verandah or that it was intended to repudiate the contract. He thought he could satisfy his Lordship that the lease provided for the erection of the verandah. Plaintiffs had been unable to get their verandah, though they were paying for it. He thought it was obvious that a business of the kind conducted by plaintiffs a verandah was of considerable practical importance. The verandah was to be erected outside over the pavement.

His Lordship—Will the Government allow that?

Mr. Potter—They applied for permission and got it.

His Lordship—I know as a general rule that the Director of Public Works does not love these verandahs.

Mr. Potter—All we wanted was a shelter to keep off the sun.

His Lordship—That would cover the pavement.

Mr. Potter—It would probably be the width of the pavement.

His Lordship—What do you want it for—table and chairs as on the continent?

Mr. Potter—Oh, no. We want a shelter from the sun and the rain. There is no doubt that if there is a verandah people are more likely to stop both in wet weather and in sunny weather and look in the windows and be attracted to the wares. I hope to be able to satisfy your Lordship that the loss of the verandah is a serious one, and that the claim for \$1,000 is not an exorbitant one. As a matter of fact, the verandah is in fact built. It is an iron verandah. It was built in Kowloon and is on the premises. It only needs to be put up.

Mr. Potter then dealt with the correspondence and the plans supporting the plaintiff's claims. He understood that the defence would plead the Statute of Frauds. Counsel then quoted cases to show that a building contract could not fall within that statute.

Mr. Alabaster addressed his Lordship, and the case was adjourned.

A WITNESS' FEE.

In the hearing of the building dispute before the Puiane Judge in the Summary Jurisdiction of the Supreme Court yesterday an interesting point was raised regarding the payment of Government servants called as witnesses.

Mr. Potter, who had intended calling Mr. Wright, of the Public Works Department, as a witness, but decided not to so, explained that Mr. Wright if he had been called had been instructed to ask for an attendance fee under section 29 of Ordinance 3 of 1873. It was a point for his Lordship to decide.

His Lordship—What do you want me to decide?

Mr. Potter—Whether Mr. Wright is entitled to fees under that section.

His Lordship—Surely the Registrar decides that?

Mr. Potter—I think the presiding judge must decide that.

His Lordship—These are taxation matters.

Mr. Potter—I am told that Mr. Wright has been authorised by the Government to ask for this fee.

His Lordship—Where does Mr. Wright come from—the Public Works Office?

Mr. Potter—Yes.

His Lordship—He is certainly entitled to his chair fare up and down.

Mr. Potter—I don't suppose any party would grumble to pay his chair fare.

His Lordship—Would the fee go to Mr. Wright or to the Treasury?

Mr. Wright said it would go to the Treasury.

Mr. Potter—He was instructed to make this application.

His Lordship—The money goes to the Treasury.

Mr. Potter—So I understand. It is a test case.

Mr. Alabaster—I do not know that the Law Officers have advised this as being a test case.

His Lordship—The Government are deprived of the services of Mr. Wright for three-quarters of an hour. It is really a Government matter.

Mr. Potter—Yes, it is the Government who have suffered the loss of time.

Mr. Alabaster—I have had no instructions one way or another. Your Lordship will note it is the employers' loss of time, and it is the witness' loss of time for which your Lordship is asked to make an order.

His Lordship—It is very difficult. I think it had better be mentioned later.

Mr. Potter—I mentioned it because Mr. Wright had no opportunity of doing so.

His Lordship—I think Mr. Wright is entitled to his chair fare.

Mr. Potter—Yes, the chair fare is such a nominal sum.

The matter was not pursued further at this stage.

SIR JOSEPH LISTER AND JAPAN.

GREAT ENGLISH SURGEON'S MEMORY
HONORED IN TOKYO.

A memorial service in honour of the late Sir Joseph Lister, of England, was held on the 2nd inst. in the Japan Hygienic Society building in Kojimachi, Tokyo, under the direction of members of the Japan Chirurgical Society, the Japanese Army Surgeons' Society, the Naval Surgeons' Society, and many other medical institutions in accordance with the Shinto rites. Among those present at the service were Sir Claude MacDonald, British Ambassador in Tokyo, Admiral Saito, Minister of the Navy, Surgeon-General Baron Ishiguro (retired), Dr. Aoyama, President of the Medical College in the Imperial Tokyo University, Dr. Kitazato, Dr. Teusser and other prominent physicians, the assembly numbering two hundred in all. The service was conducted in a most impressive manner, presided over by Mr. T. Senge, the Grand Master of Rites, who was assisted by five priests and a body of musicians. Dr. T. Honda, President of the Japan Chirurgical Society, representing the promoters of the service, read an address, in which he eulogized the great service rendered by the late Lord Lister to humanity as the discoverer of the antiseptic treatment in surgery. Dr. Baron K. Takagi next read an address in English, pointing out that the discovery made by the deceased the medical world of Japan derived enormous benefit in surgical treatment. Sir Claude MacDonald, Admiral Saito and others present then made offerings in honour of the deceased in accordance with the Japanese rites. The ceremony over, those present were served with tea in another room, and the party dispersed at four o'clock. —*Japan Gazette.*

THE P. & O. BOAT ACCOMMODATION.

The Bombay superintendent, P. & O. Co., writes to the Press: I have had many enquiries during the past few days as to whether the P. & O. Co.'s steamers are adequately equipped with sufficient boat accommodation. To allay any anxiety there may be in this connection I would like to inform the public through your medium that an ample number of boats are supplied in every ship. Not only are there sufficient boats for the fullest complements of passengers and crew that each steamer can carry, but a liberal margin is allowed for besides. There may therefore be absolutely no anxiety whatsoever in this connection so far as this company's steamers are concerned.

THE HANDCUFF CASE.

JUDGMENT RESERVED.

The hearing was resumed yesterday afternoon of the action at the instance of Lieut. H. A. Law, of the K. O. Y. L. I., against M. F. Raymond, professional conjurer, for \$1,000.

The case was adjourned from the previous day to allow the defence to produce another witness.

The witness was Mrs. Outerbridge, Kowloon, who appeared on sub-poena. She spoke to hearing the challenge made by Raymond on the night in question. She saw the key thrown over the handcuffs, and saw a friend of Mr. Law's put the key in Mr. Law's fingers.

Mr. Harris—I must object to this. I thought the point of the key being placed in the lock by anyone else was dropped.

His Lordship—So did I.

Mr. Goldring—No my Lord.

Mr. Harris—Then I must recall all my witnesses.

His Lordship—You are bound to do so unless this point is dropped.

Mr. Goldring—I am sorry if my Lord has a wrong impression, but I never dropped the point.

Witness said that when Mr. Law got the handcuffs on, he went over to his friend, who seemed to put the key in the fingers of Mr. Law. Mr. Law turned slightly away from the audience. Mr. Law seemed to release himself almost as soon as the handcuffs were put on.

Mr. B. Webb, who was one of the committee who went on the stage, was also called. He said that Mr. Raymond offered £100 to anyone who would release himself from the handcuffs, if they were properly locked, and without assistance, and in full view of the audience.

Whether these were the exact words he could not say, but that was the gist of it.

Mr. Raymond gave Mr. Law the key and repeated his first offer. Then events came rather quickly, and he could not see what happened except that Mr. Law turned his back slightly to the audience.

Witness then heard someone on the stage say something about the cuffs not being locked. Immediately after that, Mr. Law had one hand loose and Mr. Raymond made a dash for his right wrist. Then there was a struggle. He thought the key was handed to Captain Warden in fun.

His Lordship—Was Mr. Raymond present?

Did Mr. Raymond "say without assistance"?—Yes.

What did Capt. Warden do?—He put the key in Mr. Law's fingers.

Witness further stated that only a few seconds elapsed between the putting on of the handcuffs and Mr. Law getting free.

By Mr. Harris—He did not have a free seat, and did not have dinner with Mr. Raymond that night. He had met Mr. Raymond at the Hongkong Hotel and had had dinner with him. It was all done so quickly that it was hard to say what did happen.

Mr. Goldring—I will call an expert on handcuffs.

Mr. Harris—I must object; this is not evidence.

His Lordship—Then if it is not, it cannot hurt your case.

Mr. Harris—But it must help my friend's case because he has been telling this since we started. Will your Lordship finish the case to-day?

His Lordship—I will sit as long as I think proper.

Mr. B. Servar, Exile Garage, a mechanic, said he knew the particular handcuff because he was an inspector where the handcuffs were made in New York. It was something like the figure eight pattern of handcuff that he was examining. He thought it was impossible for any man to free himself even with the key. He had never known it to be done.

By Mr. Harris—It was an easy matter, if the handcuffs were not working properly, for one side to open and the other to remain locked.

Mr. Goldring and Mr. Harris having addressed his Lordship, judgment was reserved till Saturday.

TIGERS ON LAMMA ISLAND.

Some time ago, it may be remembered, the Chinese in the Stanley district reported that a tiger had visited the locality, and the fact that live stock had disappeared lent color to the assertion. Shooting parties were organised, but "stripes" was never bagged. It now appears that the tiger has come back to his old haunts, and brought with him one or two companions, for during the past three or four days, cows and pigs have been carried off at Lamma Island and even from the vicinity of Stanley.

Shooting parties were organised, but the operation of tilling should be postponed until the railings have been completed.

The Director of Public Works—There could be no objection to the adoption of this resolution if it were practicable to give effect to it in its entirety, but with the work now in progress of erecting an enclosing railing round the plot of land it is impossible to carry out the work of tilling in a complete manner.

The space is very limited and the operation involved in the erection of these railings is bound to encroach to a considerable extent upon it, and therefore it is desirable that the

operation of tilling should be postponed until the railings have been completed.

The contract for that work is now in progress, as my hon. friend on my left mentioned, and the railings are expected to arrive in the Colony within the next few weeks.

As regards the heaps of material deposited on the ground, they will shortly be deposited in the open trenches which have been dug, in order to form a foundation for the base of the railings. I am

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCE THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. CLAUDE SEVERN.

HIS EXCELLENCE THE GENERAL OFFICER COMMANDING THE TROOPS, MAJOR-GENERAL C. A. ANDERSON, C.B.

HON. MR. C. CLEMENTI (Colonial Secretary).

HON. MR. C. G. ALABASTER (Attorney-General).

HON. MR. A. M. THOMSON (Colonial Treasurer).

HON. MR. W. CHATHAM, C.M.G. (Director of Public Works).

HON. MR. E. R. HALIFAX (Registrar-General).

HON. CAPTAIN F. J. BADLEY (Captain Superintendent of Police).

HON. SIR KAI HO KAI, M.D., C.M.G.

HON. MR. WEL YUK, C.M.G.

HON. MR. H. E. POLLACK, K.C.

HON. MR. C. H. ROSS.

HON. MR. E. OSBORNE.

HON. MR. R. H. CROFTON (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table Financial Minute No. 22, and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Officer Administering the Government, laid on the table Financial Minute No. 23, and moved that it be referred to the Finance Committee.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

LAW REVISION ORDINANCE (NO. 3), 1912.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Law Revision Ordinance, 1911."

Sir Frederick Lugard's explicit instructions not railing enclosing what is known as the finest site has been ordered. His Excellency's orders were that that site was not to be enclosed by a railing, but only the plot opposite the Law Courts.

The COLONIAL SECRETARY—in view of the remarks of the Director of Public Works, it will not be possible for the Government to accept this resolution exactly as it stands.

NOTICE.

Local and general **Advertisements**
Subscriptions, Printing, Binding, &c., should
be addressed **DAILY PRESS**, **Office**, and
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Hongkong, 17th May, 1912. [720]

NOTICE.

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EXPORTERS AND MANUFACTURERS
OF HIGH-CLASS
BATTAN AND SEAGRASS FURNITURE,
BAMBOO BLINDS, MATTING, &c., &c.
BEG to inform their Customers and
the General Public that they have now
MOVED to No. 16, Queen's Road
CENTRAL, where they have a large Stock of
Chair, &c., &c.
Priced Reasonable.
Inspection cordially invited.
Orders promptly executed.
Hongkong, 17th May, 1912. [721]

NOTICE TO CONSIGNEES.

T"NOTE." FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at **THEIR** risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rate.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 16th May, 1912. [11]

INTIMATIONS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL MEETING of the Members will be held on **MONDAY, 20th MAY, 1912**, at 4 o'clock P.M., in the CHAMBER ROOM, St. GEORGE'S BUILDING, to nominate a Member of the Chamber to fill the place of the Hon. Mr. E. A. HEWETT, C.M.G., during 9 months' leave of absence granted him by H.E. THE OFFICER ADMINISTERING THE GOVERNMENT.

Notice in writing of the names of Candidates and of their proposers and seconds to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 9th May, 1912. [687]

NOTICE.

NOTICE IS HEREBY GIVEN that Messrs. CARLOWITZ & CO., Canton, have This Day been appointed Sub-Agents of the RUSSIAN VOLUNTEER FLEET at Canton. CAPTAIN D. A. LUKHMANOFF, Agent, RUSSIAN VOLUNTEER FLEET, Hongkong. Hongkong, 14th May, 1912. [713]

DOGS HOME.

IS NOW OPEN. A Variety of DOGS is always for Sale at Nominal Prices. Boarders can be received. Attendance at Causeway Bay (behind Cotton Mills), WEDNESDAYS and SATURDAYS, at 4.30 to 5.30 P.M. Special appointment with the Superintendent. Tel. 23 or P.O. Box 366. Hongkong, 15th May, 1912. [715]

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WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:

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"DAISY" BRAND ... 30 cts per lb.
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THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, TOMORROW (SATURDAY), the 18th day of MAY, 1912, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th instant to the 23rd instant, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 9th May, 1912. [694]

THE CATHAY TRUST, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Offices, No. 10, Canton Road, Shanghai, on **MONDAY**, the 20th May, 1912, at 6 o'clock P.M., when the Directors' Report and Statement of Accounts for the year ended 30th April, 1912, will be submitted.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 20th day of May, 1912, both days inclusive.

By Order of the Board of Directors,
J. A. WATTIE & CO., LTD.,
Secretaries & General Managers.
689]

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[51]

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DERRINGTON, 7-Roomed House, Peel Road, beautiful situation. For Term, apply to—

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You will find our range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central,
Jorner of Zetland Street, Hongkong. Hongkong, 13th May, 1912. [50]

Yours truly,

CLEARANCE SALE.

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SILK FANCY GOODS

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At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,

55, Queen's Road.

Hongkong, 27th April, 1912. [624]

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BLACK, RED and GREY GRANITE

MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up

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Apply for Terms to the Manager.

H. HAYNES.

Hongkong, 1st March, 1912. [389]

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Silver

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Hongkong, 10th August, 1911. [616]

ON SALE.

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WHAT TWO ROYAL PHYSICIANS SAY.

Of all the simple joys of life, few give a greater thrill than when, after a siege of illness, the patient is told that he has left suffering behind him; he is convalescent, and to be allowed to resume his normal food instead of the light, sloppy diet on which he has been feeding.

Even under favourable circumstances, however, convalescence may be a protracted, tedious affair which the patient finds exceedingly irksome, especially if he has important duties to perform or urgent matters awaiting his consideration. Even, however, if there is no such need for his immediate return to the work-a-day world, natural inclination makes him anxious to be up and out, in the shortest possible time.

Under such circumstances, nothing will make him achieve his object so quickly as a course of Sanatogen. Every doctor knows that it is the greatest revitalising and reconstituting preparation in the world, "the tonic food with lasting effects," as it has been called by those who like to describe it in a phrase. Its use in convalescence is universal, and has been attested by thousands of doctors, including the physicians to ten crowned heads of Europe. Among them may be mentioned Dr. Ott, the late King Edward's physician at Marienbad, who writes:—

"I have been using Sanatogen for a number of years in my practice with excellent results. These results have been notably good in cases of convalescents after severe illness, and also in the case of elderly people when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."

With his name may be associated that of Dr. Quirico, physician to H.M. the King of Italy, who has made the following statement:—"I have used Sanatogen with marked benefit in the case of weakly children, and in convalescence after long illness. I consider the preparation a most excellent tonic food."

The reason for Sanatogen's use at this time is simple. It supplies an easily digestible food of great strength, one which restores the nervous as well as the physical side of the body, and improves the condition of the blood.

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to Messrs. A. WULFING & CO., 8, Kiang Road, Shanghai.

Sanatogen can be obtained of all Chemists.

[99-408]

When
"Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietary irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

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Females of all ages.

Sold everywhere in boxes, price 1/- (35 pills), 1/- (56 pills) and 6/- (168 pills).

HONGKONG LEGISLATIVE
COUNCIL

(Continued from page 3.)

only one vote against his two, and therefore his decision cannot be reversed in the Colony unless he himself changes his mind. This Bill will alter that system. It provides for the sitting of at least two judges who are fresh to the case. It also provides that no decision where there are two judges in favour of it and one against shall be reversed. Provision is made for the rules which are to apply when three judges in the permanent service of the Colony are available and provision is also made for the temporary appointment of a third judge of His Majesty's Supreme Court in China, or else a barrister of at least seven years' standing. Seven years is the standing required for appointment to the County Court Bench at Home, and in India I think it is five years' standing for appointment to the High Court. In England it is ten years. Therefore seven years is a fair man.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Objects and Reasons attached to the Bill are:—This Bill is intended to abolish the present system under which appeals from any one of the two judges are heard by them both, and which gives one of them a casting vote if they differ. It necessarily changes the constitution of the Full Court. Provision is made for the rules which are to apply when three judges in the permanent service of the Colony are available and provision is also made for the temporary appointment of a third judge who must either be a judge of His Majesty's Supreme Court in China or else a barrister of at least sufficient standing to qualify him for appointment to the County Court Bench in England.

SUPPLEMENTARY ESTIMATES.

The COLONIAL SECRETARY moved the second reading of a Bill entitled, "An Ordinance to authorize the appropriation of a supplementary sum of one hundred and sixty-three thousand eight hundred and ninety-six dollars and ninety-three cents, to defray the charges of the year 1911." In doing so he said:—As there will be a full opportunity of discussing this Bill in Finance Committee I do not propose to make any remarks at this stage.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The COLONIAL SECRETARY—This Bill having passed its second reading, I have to move that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

LIMITED PARTNERSHIPS ORDINANCE, 1912.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance to establish Limited Partnerships." In doing so he said:—This system of limited partnerships has been recognised in France since the Middle Ages, but it was only recognised in the United Kingdom in 1907. This Bill was drafted in the year 1906, but it was held over pending the settlement of the Chinese partnership question. That was settled by the Ordinance of last year, and this is its necessary counterpart.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

Several amendments were made, and the date when the Ordinance should come into operation was fixed for 1st June.

On Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

ADVERTISEMENTS REGULATION ORDINANCE, 1912.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance to control the exhibition of advertisements." In doing so he said:—The object of this Bill is to enable the Government to obtain some control of those who in their anxiety to attract the public to the purchase of their wares injuriously affect the amenities of the landscape and of the harbour.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On clause 2,

Hon. Mr. OSBORNE—That clause apparently only applies to public places. There is a creature called the billposter, who plasters your walls with great hideous posters. The great thing is, would he become liable to prosecution?

The CAPTAIN SUPERINTENDENT OF POLICE—He is liable now.

Hon. Mr. OSBORNE—Is it the intention of the Government to draw up the regulations soon?

HIS EXCELLENCY—We would like to do anything which would give the desired result as soon as possible.

The CAPTAIN SUPERINTENDENT OF POLICE—You can prosecute now the man who puts bills on private property, but you can't catch him.

Hon. Mr. OSBORNE—For instance, there is Indian root pills that one sees on most walls. But you can't catch the bill-poster.

The CAPTAIN SUPERINTENDENT OF POLICE—Quite so.

HIS EXCELLENCY—We say it is not the bill-poster, but the firm that is responsible.

Hon. Mr. OSBORNE—Will the person who instructs the bill-poster be liable?

HIS EXCELLENCY—I think the person responsible for putting the bills there will be responsible. The regulations would lay that down.

Hon. Mr. OSBORNE—I shall have great pleasure in prosecuting a few of them if I know who to prosecute.

HIS EXCELLENCY—I think it will be easy to carry out the object of the Ordinance.

Hon. Mr. POLLACK—What is the meaning of public place?

The ATTORNEY-GENERAL—it is intended to apply to public parks, promenades, and places of that kind.

HIS EXCELLENCY—I think you should leave it as wide as possible in the Bill itself.

Hon. Mr. POLLACK—It would be wider if you struck out "public."

CHAPOTEAU'S
MORRHOL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhoul capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.
Gold by all chemists.

115-5

WITH DOG AND GUN IN THE
NEW TERRITORY.BEING the Series of Articles contributed
to the "HONGKONG DAILY PRESS"
"Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

WM. POWELL, NEW VICTOR
LTD.

TELEPHONE 346.

LARGE ROOMY COMFORTABLE

BABY
CARRIAGES.

NEW ADDRESS.

12 DES VŒUX ROAD CENTRAL.

Wm. Powell, Ltd.,

COMPLETE HOUSE
FURNISHERS.

1636

GARNER, QUELCH & Co.,

WINE MERCHANTS.

DES VŒUX ROAD CENTRAL.

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

123

Hon. Mr. OSBORNE—There is a certain brand of whisky for sale throughout the harbour.

The ATTORNEY-GENERAL—The waters of the Colony is intended to apply to that. It seems to me that the effect of the sections would apply to advertisements on private property as well. If a man had a house in Garden Road overlooking the Public Gardens and had flashlight signs and other things of that kind it would be injuriously affecting the amenities of the Gardens, although he were doing it on his own property.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

Several amendments were made, and the date when the Ordinance should come into operation was fixed for 1st June.

On Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

TRAMWAY ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1901 (Ordinance No. 10 of 1902). In doing so he said.—The object of this Bill is to enable the Tramway Company subject to the due control exercised by this Council to extend its track without requiring in every case an amending Ordinance to enable them to do so.

On Council resuming,

The ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

THE DEATH OF THE KING OF DENMARK.

His Excellency—I have received a letter from the Consul for Denmark. It says: "Sir.—It is my painful duty to inform you that I have received a telegram from the Foreign Ministry at Copenhagen this morning announcing the demise of His Majesty King Frederick VIII. of Denmark."

His Excellency—I have received a letter from the Consul for Denmark. It says: "Sir.—It is my painful duty to inform you that I have received a telegram from the Foreign Ministry at Copenhagen this morning announcing the demise of His Majesty King Frederick VIII. of Denmark."

His Excellency—I think it will be easy to carry out the object of the Ordinance.

Hon. Mr. POLLACK—What is the meaning of public place?

The ATTORNEY-GENERAL—it is intended to apply to public parks, promenades, and places of that kind.

His Excellency—I think you should leave it as wide as possible in the Bill itself.

Hon. Mr. POLLACK—It would be wider if you struck out "public."

His Excellency—I shall have great pleasure in prosecuting a few of them if I know who to prosecute.

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GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water," Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra, Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivaled opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Courier Civil Service, on application.

STEAMERS	TONS	STARTING	1912
MONGOLIA	27,000	TUESDAY,	21st May, at 1 P.M.
PERSIA	9,000	TUESDAY,	11th June, at 1 P.M.
KOREA	18,000	TUESDAY,	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY,	2nd July, at 1 P.M.
CHINA	10,000	TUESDAY,	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	16th July, at 1 P.M.
NILE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

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REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &
PORTLAND (Ore.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Ore.).

OCEANO 15th June

OCEANO 27th June

To be followed by other Steamer of the Company at regular intervals.

Calling at ANJOY and KELUNG if sufficient
adventure offers.

The BANK LINE Steamers are of the Newest Design,
have most Convenient Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONES No. 380, KING'S BUILDING, FIVE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC 3,000 tons End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 25th May.

FROM COLOMBO: 10th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

(4243-44)

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government,
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "E. FRANC FERDINAND," 12,300 tons, will leave for TRIESTE, RIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUMATRA, PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 8th May, 1912.

(155)

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMANOEK	JAPAN	First half of May	JAVA	Second half of May
TIJPANAS...	JAVA	First half of May	JAPAN	Second half of May
TIKIINI	JAVA	Second half of May	SHANGHAI	Second half of May
TIJMAHI	SHANGHAI	Second half of May	JAPAN	Second half of June
TIJTAROEM	JAVA	First half of June	JAPAN	First half of June
TIJRIDAS...	JAVA	First half of June	SHANGHAI	First half of June
TIJILIWONG	JAVA	First half of June	JAPAN	Second half of June
TIJLATJAP...	JAVA	Second half of June	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

King Building, 1st Floor,
Hongkong, 8th May, 1912.

Telephone No. 375.

JAVA-CHINA-JAPAN LIJN.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO AUTHORIZATION.

DESTINATIONS STEAMERS TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

MIYASAKI MARU WED'DAY, 22nd May, at Daylight.

Capt. T. Murai 9,000

KITANO MARU WED'DAY, 3rd June, at Daylight.

Capt. F. E. Cope 9,000

S INABA MARU TUESDAY, 21st May, 1912.

Capt. S. Tomimaga 7,000

S KAMAKURA MARU TUESDAY, 4th June, at 4 P.M.

Capt. K. Asakawa 7,000

YOKOHAMA MARU About 1st June, from KOBE

Capt. N. Noda 7,000

NIKKO MARU FRIDAY, 7th June, at Noon.

Capt. M. Yagi 6,000

HIRANO MARU THURSDAY, 23rd May.

Capt. H. Fraser 7,000

NAGASAKI, KOBE & YOKOHAMA WED'DAY, 5th June, at Noon.

Capt. M. Wizeler 6,000

SHANGHAI, MOJI and KOBE MONDAY, 20th May.

Capt. — 4,000

COLOMBO MARU WED'DAY, 22nd May.

Capt. — 5,000

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

* Calling at Keelung.

† Calling at Keelung.

CEYLON MARU 6,000 tons, Capt. Y. Tozawa, Saturday, 18th May.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMERS TONS CAPTAIN FROM HONGKONG

MIYASAKI MARU 9,000 T. Murai May 22nd.

KITANO 9,000 F. E. Cope June 5th.

YONO 7,000 R. Takeda June 19th.

FOR SEATTLE.

STEAMERS TONS CAPTAIN FROM HONGKONG

INABA MARU 7,000 S. Tomimaga May 21st.

KAMAKURA 7,000 K. Sodeca June 4th.

TAMEA 7,000 S. Wade June 16th.

For further information, apply to—

T. KUSUMOTG, MANAGER.

(12-15-4)-656

PASSED THE CANAL.

April 9th—Aki Maru, Ambria, Bayern, Dumbro, Glencask, Hyson, Perseus,

Seneca, Sparta, Syria, India, 19th April.

Bensworth, Bulwark, Ernest, Simons, Meinam, York, Africa, 18th—Iyo Maru, Annam, Atreus, Prometheus, Badenia, Kyna, 18th—Bentley, Denbighshire, Mennion, Nore, Pera, Tourane, 23rd—Benglo, Bentomond, Dardanus, Glamorganshire, Jason, Pak Ling, Patricia, Peleus, Preussen, Vladimire, 26th—Gothen, Jezebel, Mishima Maru, Nera, Prinzess Alice, Afghan Prince, Suevia, 30th—Bloemfontein, Brasilia, Hirano Maru, Teekhai, Alexia, Ndeus, 3rd—Aja, Australian, Marmouthshire, Nubia, Santa, Tranquebar, 7th—Bendene, Derflinger, Glenochy, Indra, 10th—Segovia, Telemachus, Arcadia, 10th—Belgravia, Dumbro, Koga Maru, Lutzen, Peicho, Tango Maru, Theeetus, Africa, Idravelli, 14th—Glenroy, Sambia.

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SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
ELBERFELD.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 17th May, 1912.

BRACES AND BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).
Hongkong, 17th May, 1912.



OBTAIABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 17th May, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Buhu, Humu and Tengyueh.

FOR	PER	DATE
Hollow, Pekhoi and Quibon		Friday, 17th, 9.00 A.M.
Swatow		Friday, 17th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow		Friday, 17th, 10.00 A.M.
Shanghai, North China and Japan via Moji (EUROPE VIA SIBERIA)		Friday, 17th, 11.00 A.M.
Batsia, Samaria, and Sovtaya		Friday, 17th, 1.00 P.M.
Macao		Friday, 17th, 4.00 P.M.
Bangkok		Friday, 17th, 5.00 P.M.
Straits		
Kudat and Sandakan		Saturday, 18th, 11.00 A.M.
Shanghai, North China and Japan via Kobe		Saturday, 18th, 11.00 A.M.
Philippine Islands		Saturday, 18th, 1.00 P.M.
Macao		Saturday, 18th, 1.15 P.M.
Philippines Islands, Yap, Maron, Friederich Wilhelmsdorf, Bahau, Herbertshohe, Matupi, Samrai, Australia New Zea- land and Tasmania via Brisbane		Saturday, 18th, 4.00 P.M.
Swatow		Saturday, 18th, 5.00 P.M.
Wuhaiwei, Chofei and Tienten		Saturday, 18th, 5.00 P.M.
Shanghai and North China		Saturday, 18th, 5.00 P.M.
Straits and Ceylon		Sunday, 19th, 9.00 A.M.
Swatow, Amoy and Tamsui		Sunday, 19th, 9.00 A.M.
Japan via Yokohama		Sunday, 19th, 9.00 A.M.
Macao		Monday, 20th, 11.00 A.M.
Straits and Ceylon		Monday, 20th, 1.15 P.M.
Tangier and Nuchwang		Monday, 20th, 3.00 P.M.
Chinawantao		Monday, 20th, 5.00 P.M.
Shanghai, North China, Japan via Moji		Tuesday, 21st, 10.00 A.M.
Victoria, B.C., and United States via Seattle		Tuesday, 21st, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow		Tuesday, 21st, 10.00 A.M.
KELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)		

BAIGON, STEAM, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via Marseilles	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in his contract mail ...	
Late Letters 11.00 to NOON Extra Postage 10 cents	
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in his contract mail) ...	
The Panel mail will be closed Friday, 24th inst., at 5 P.M. ...	

COMMERCIAL

CLOSING QUOTATIONS

May 16th.

ON LONDON	— Telegraphic Transfer	2/-
	Bank Bills, at demand	2/-
	Bank Bills, at 30 days' sight	2/-
	Bank Bills, at 4 months' sight	2/-
	Credits, at 4 months' sight	2/-
	Documentary Bills 4 months' sight	2/-
ON PARIS	— Bank Bills, at demand	25/-
	Credits, at 4 months' sight	25/-
ON GERMANY	— On demand	205/-
ON NEW YORK	— Bank Bills, at demand	48/-
	Credits, at 60 days' sight	49/-
ON HAMBURG	— Telegraphic Transfer	149/-
	Bank, on demand	149/-
ON CALCUTTA	— Telegraphic Transfer	149/-
	Bank, on demand	149/-
ON SHANGHAI	— Bank, at sight	72/-
	Private, 60 days' sight	73/-
ON YOKOHAMA	— On demand	92/-
ON MANILA	— On demand—Peso—	92/-
ON SINGAPORE	— On demand	83/-
ON BATAVIA	— On demand	120/-
ON HAIPHONG	— On demand	147, P.M.
ON SAIGON	— On demand	75/-
ON BANGKOK	— On demand	19.95
	Governments, Bank's Buying Rate	\$52.00
	GOLD LEAF, 100 fine, per tael	\$52.00
	HAR SHIVE, per oz.	28

SUBSIDARY COINS	
	per cent
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	20 " "
Hongkong	10 " "

MAILS VIA SIBERIA	
London	Dates
	April 24th.
	April 27th.
	May 10th.
	May 14th.

SHARE LIST—QUOTATIONS

HONGKONG, MAY 16TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$833, sellers
China Bourse Company, Limited	60,000	\$12	all	\$10, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.90, sales
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Ths. 50	all	Ths. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$72	all	\$22
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$5	all	\$49, sales
New Amoy Dock Co., Limited	10,000	Ths. 62	all	Ths. 54
Shanghai Dock and Engineering Co., Ltd.	55,700	Ths. 100	all	Ths. 85
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Ths. 100	all	\$45, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$225, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$1104, buyers
Hongkong Hotel Company, Limited	12,000	\$30	all	\$68, buyers
Manila Metropole Hotel Limited	15,000	Ths. 10	all	Ths. 9205
Hongkong Ice Company, Limited	50,000	\$25	all	\$815
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$220, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$10, sales
Hongkong Fife Insurance Co., Limited	8,000	\$250	all	\$352, sales
North-China Insurance Co., Limited	10,000	\$16	all	Ths. 140
Union Insurance Society, Limited	12,400	\$250	\$100	\$15
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$196, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	78,000	Ths. 50	all	Ths. 88
West Point Building Co., Limited	12,500	\$50	all	\$53
Masachusetts Pot Mfg. Co., Boston	25,000	Gds. 10	all	Ths. 67
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36.6, buyers
Trench Mines, Limited	140,000	\$1	all	27.5, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	2/-	all	57.5, sellers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$123, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$1.20, buyers
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
EMPIRE.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108, buyers
Luson Sugar Refining Co., Limited	7,000	\$100	all	\$34
STEAMSHIP COMPANIES.—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$105
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.B.C. Co., Ltd.	80,000	\$15	all	\$263, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	\$65 (£27. 26. 6d.)
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	